

HOW FORT ASTOR BECAME FORT GEORGE AND THEN FORT ASTOR AGAIN

Taken from the "Evening Astoria Budget", February 27, 1927

W. J. Mahon

"Fort Astor was built near where St. Mary's Hospital now stands, when the war between England and the United States was declared in 1812 the English vessel Raccoon sailed into the river and on Dec. 12, 1813 took possession of the Fort and rechristened it Fort George after King George the 3rd of England. Astoria was called Fort George by both the Northwest Co., and the Hudson Bay Co., but the American name was subsequently restored and Point George is now known as Smith Point. However, Fort George was the correct title until Oct. 6, 1818. In reality the name hung to the place for a quarter of a century after the formal restoration of Astoria. Because until the coming of the settlers in the 40's there were none in the locality interested in preserving the original American name. It seemed an odd circumstance that there should be but one American recorded as present at the ceremonies when Fort George again became Astoria. This man was M. Prevost, empowered by the United States Government, formally to receive the territory from the representatives of Great Britain. When he departed which was almost immediately after the exchange of papers there was no one to see to it that the United States colors continued to float.

An interesting type of men came to this section impelled by the lure of adventure and those who remained did so because the life suited them. Many were hardy frontiersmen who did not know the meaning of fear. They enjoyed solitude and had no yearnings for the comforts of civilization.

A large part of the original Astor party had served at some previous time in the Northwest Fur Co., and when the British took control at Astoria many of the Astorians chose to enter the employ of the new owners.

Contrary to what might be expected the British fur traders continued to make Astoria their principle trading post with the Indians for seven years after its return to American possession. However, it is recorded that they no longer occupied the Fort, but built a trading house near by. This trading house and some lesser buildings were the ones still standing on the block west of St Mary's hospital when the settlers began to arrive.

From 1836 to 1840 the trading post was in charge of John Dunn, grandfather of Capt. Pamphlet, master of the rum running schooner Pescawha which a few years ago rescued the men of the Caoba. The last man to have charge of the post was James Birnie of Aberdeen, Scotland, who came to Oregon in 1818 and left the service of the Hudson Bay Co., in 1846. He finally returned to Cathlamet where he died Dec. 21, 1864, age 69 years. He was the first white man to descend the Umpqua to its mouth.

One of the first men to marry an Indian wife was W. W. W. Mathews, clerk of the Astor party. A daughter was born July 5, 1815, Ellen Mathews, who was a first cousin of Mrs. Charlotte Smith Effler, of Clatsop Plains. Ellen's mother and Mrs. Effler's mother were sisters, daughters of Coboway, Chief of the Clatsops.

Duncan McDougal also an Astor partner was a member of the Tonquin crew on its first voyage and married a daughter of Chief Concomly."

Miss Clair Churchill:

The attached has been copied from a scrapbook of Mrs. Sarah L. Byrd, pioneer resident of Clatsop Plains and Seaside. This scrap book was loaned to me by Mrs. Anderson in whose care this book is at present.

W. J. Mahon

It is to be borne in mind that all the Indians of this tribe, either individually or collectively, at that time and ever afterwards have denied that they ever murdered any of the crew of that vessel. And then, we have this testimony of Dr. McLoughlin, by his acts and deeds in the matter. He was chief factor at that time of the Hudson's Bay Company's interest on the Pacific coast.

Governor Elwood Evans, in delineating the character of Dr. McLoughlin, and the policy pursued by him in his dealings with the Indians, bears testimony as follows: "With the utmost promptness, he punished with severity every depredation by Indians upon the white race, English or American. The wrongdoer was demanded; if not surrendered, the tribe or band were treated as accessories and received merited punishment. Where thefts were committed restitution must follow. Always justly severe when necessary, the Indians knew what they had to expect." All of which I believe to be true.

Now, when a crew of 15 or 20 men, all British subjects and employes of the Hudson's Bay Company, castaways from a wreck, and who condition at that time would be loudly calling for assistance, were basely and cruelly murdered by these savages, the British protection for its subjects had been defiantly disregarded and trampled under foot, and that, too, right on the shores of the Columbia river at its mouth, the very gateway into the territory over which Mr. McLoughlin presided.

What is the first thing that this martinet, under these shockingly outrageous and exasperating circumstances, does? Why he sends an ultimatum to these people that they must deliver up, not the murderers, but the goods which they had picked up on the beach. That is all. And upon their refusal to deliver and goods and their insolent behavior towards himself, he sends an armament and bombards their town, and in the fight one Indian is killed and the rest taken to flight, then the victors quietly loot the town and recover the goods which had been saved from the wreck, and British honor feels itself sufficiently vindicated for the murder of its subjects. The atonement has been sufficient. No demand was ever made for the surrender of any murderers. No murderers of this crew were ever executed, and no pursuit after any was ever made. Thomas McKay, whose rule in Indian warfare was 10 Indians for every white man killed, I presume, was present in this fight, but even he, at this time, failed to observe his rule. Why all this leniency towards these treacherous murderers of helpless men? Simple this: Dr. McLoughlin, from all the evidence that he could gather, was fully satisfied that these people had not murdered one of the crew of the William and Ann. That they were entirely guiltless of any such charge, and therefore no demand for the surrender of any murderer was ever made. He chastised them because of their insolence and insult to himself when demanded the return of the goods. I deem it due to impartial history that this correction should be made. The simple fact of the matter was, that the whole of

the crew perished among the breakers on the bar. I have nowhere seen that Dr. McLoughlin himself makes the charge of murder against these people. Had McLoughlin believed it, then his subsequent conduct in the matter would stultify himself. I believe that the testimony and circumstances surrounding this matter show that no massacre had been committed. Therefore, in the interest of truth and of justice let this unwarranted charge be expunged from our history.

In the summer of 1834, after the ending of his engagement with Dr. McLoughlin in teaching the school at Fort Vancouver, my father, Solomon H. Smith, removed to the Willamette valley and opened a school at Joseph Gervais, now known as Fairfield, on the Willamette river. The first school in that valley. The pupils were native and half-native children. He was teaching there when Rev. Jason and Daniel Lee, of the Methodist mission, arrived. They located their mission not far from there. My parents assisted in the establishing of the mission.

In 1836 they removed to the mouth of Chehalem creek, not far from where Newberg now stands. There father engaged with Ewing Young in building a saw mill on that creek. The first built by Americans in the Oregon country. This was in 1838, I believe. It was a small concern and did not cut a great amount of lumber. I will state, in passing, that in one of the washouts around one of the ends of the dam, the skeleton of a mastodon was found; a part of this skeleton was sent to Fort Vancouver, whence McLoughlin forwarded it to London; where it no doubt now forms a part of some museum in that great city.

Arrival of the Lausanne

The ship Lausanne having on board the second reinforcement to the Methodist mission in Oregon was expected to arrive at the Columbia river about the middle of May, 1840, she having left New York in October of the previous year. The Rev. Daniel Lee, located at The Dalles, was somewhat impatient to meet the vessel, Miss Ware, his finance, being on the ship. He came to our place at Chehalem and it was arranged that we all go to the mouth of the Columbia together. Father wishing to explore the Clatsop plains, with a view, if the country was satisfactory, to removal there. We started, I believe on the 16th of May—your speaker was then babe. Mr. Lee had a crew of Wasco Indians, his converts. He and Mr. Perkins, who was his associate at The Dalles, had translated some of those good, old hymns, like "Greenville," "Watchman", and perhaps some others into the Wasco language, and the converts would sing these pieces in their native tongue, chanting sometimes as they rowed. Whenever we stopped religious exercises were observed. It was a unique and picturesque expedition, to say the least, these wild men of the wilderness singing these hymns on their way to usher in the largest body of Americans who yet, to this time, had come to the shores of the Oregon Country. They formed a great contrast with the roystering and stirring chants of the Canadian boatmen of the Hudson's Bay Company. But so far as the acquisition of Oregon to the United States was concerned, the wild men with the hymns won. It is now known that the United States had appropriated \$40,000 out of her secret service fund to aid in forwarding this reinforcement to the mission.

The next day after our arrival at the native town of Chinook, on the north shore of the river and about 10 miles from its mouth, a vessel was sighted in the offing. Chenamus, the son of

Com-com-ly and now king of the Chinooks, launched his royal canoe, and, arrayed in his military uniform and with his queen "Sally", started to meet the vessel in Baker's bay. Mr. Lee, in his zeal for the good cause could not stay with us, and went with Chenamus as passenger. The ship arrived in the bay that afternoon. We reached her with our Wasco crew the next morning. And, strangely enough, it was the very ship we had come to meet, with her load of singularly enthusiastic and heroic people. They were people mostly in early life, and had left home, friends, the scenes of their childhood, with all its endeared associations and with all its attending comforts and enjoyments which go to make up our civilization, and sought this distant wilderness for what? Not for the acquisition of filthy lucre, nor yet for earthly fame or worldly honors, but in the endeavor to reclaim the heathen from the wages of sin and point him the way to an endless life of joy and happiness. Imbued and inspired with this sentiment, they came.

Shall we those souls are lighted,
with wisdom from on high,
shall we to men benighted
the lamp of life deny?
Salvation, O Salvation!
The joyful sound proclaim.
Till earth's remotest nation
Has learned Messiah's name.

On board we met with a cordial reception. It was arranged that we should take passage on the ship. The bar pilot had been engaged at Honolulu, a sailor who had entered the river once, 20 years before. No wonder there were terrors on the bar. At Baker's Bay an Indian by name of Ramsey was engaged as river pilot, the same who was interpreter on the Tonquin at the time of her destruction at Clayoquot. He had only one eye, but was a good pilot. Ramsay was his English name; it came, I think, from Ramsay Crooks, given the same way as General Joe Lane gave half his name to the Rogue river chief, who was afterwards known as Chief Joe.

Father made his Visit to Clatsop Plains and Located a Claim There
An Inefficient Pilot

Above Oak Point a special express from Dr. McLoughlin met us with vegetables and fresh provisions; with the express was a mulatto with the high sounding name of George Washington. He had a statement from Dr. McLoughlin that he was a river pilot. Of course with such a paper from the doctor he was immediately installed as chief pilot, to the great humiliation of Ramsay. George, however, did not run the vessel many miles before he placed her high on a sandbar. It was Ramsay's opportunity; stepping up to the Captain and pointing to George Washington he said: "He knows how to cook the meat, he no pilot, you let me pilot ship and me run her aground, you take a knife," and with a pantomimic sweep of his hand he drew it across his throat. It is needless to say that the Indian was reinstated as pilot. The vessel arrived at Vancouver on June 1, 1840. Of all the adult passengers who came on her but two now survive, Mrs. Campbell, of Portland, Ore., who is now 82 years of age, and Mrs. Elmira Raymond, nee Miss Phillips, of Warrenton, this state. She passed her 90th milestone last June. She contributed, I believe, to the

fund for the first building of the Oregon institute, now the Willamette University. She was also matron of the school when it started, having charge of the girls out of school hours. She was among those who stood at the cradle of that institution at its birth, and helped to give it the impulse which sent it on its benevolent mission of education and enlightenment, and whose beneficent pulsations now reach "earth's loneliest bounds and ocean's wildest shore."

That institution now furnishes material for governors, judges, and other rulers and teachers for our land. But the old lady now is a public charge and lives solitary and alone, only listening and waiting for the grating of the boat-keel on the other shore where the weary are at rest. It is pleasant to note, however, that some of the alumni of the university are considering the matter of getting up for her some suitable recognition of her services to their good mother in the days of long ago.

Warmly Welcomed

Although the trading post at Astoria was established in 1811, no other settlement of any character west of the Coast range was made until 1840. My people removed from Chehalem to Clatsop plains in August of that year. They were the first settlers there. The news of our coming had preceded us, and as we neared the shore of the Clatsop village near Point Adams, there was considerable surf breaking on the beach, and the natives came running down and rushed into the water waist deep on either side of the canoe, and, taking her by the thwarts, carried her with her load, passed the surf on to the shore. We were given roasted salmon and such other edibles as these people had. Had they known that we were only the forerunners of that race whose inflow would be the cause of their extermination our reception might have been altogether of another character. In accordance with previous understanding with the superintendent of the Methodist mission the Rev. J. H. Frost, one of the recent reinforcements, was assigned to establish the mission at Clatsop. He had preceeded up to Astoria and there awaited us. In due time Mr. Frost joined father in putting up the log houses on the plains for ourselves and the mission. There were no domestic animals here at that time of any kind, save the cat and the dog. Crews of Indians had to be employed to haul and carry the timber for the houses. These houses were completed that fall. A month or so after our arrival here Mr. Calvin Tibbetts came; he crossed the continent with father in the first Wyeth expedition of 1832. He was also with the party with Ewing Young, that brought into the Willamette valley the band of cattle from California in 1837. The first houses were build about five miles south of the Columbia River, the mission house abut one-fourth of a mile north of us.

The following winter they built houses on the river at the place called Konapee, now New Astoria. This was for the purpose of being near the fisheries, that a proper supply of fish might be provided for the year. In April or May, 1841, father brought down two horses from his Chehalem place. He took them to St. Helens by way of Scappoose, and here put them aboard a batteau made of two canoes, and took them down the river, landing them at Tansay Point. These were the first horses on the plains.

Loss of the Peacock

On July 18 of this year the United States sloop of war Peacock, one of the vessels belonging to the Wilkes exploring expedition, was wrecked at the mouth of the Columbia river, on the sand spit, which has ever since borne the name of the unfortunate ship—Peacock Spit. She was under the immediate command of Lieutenant W. L. Hudson, of the United States navy. All the crew were saved. I deem it proper to give a little account of this name Peacock, as the loss of this ship here makes it Oregon history. The original warship which bore this name was an Englishman. In a naval engagement in the war of 1812 between the United States the sloop of war Hornet captured the name as well as the vessel, and the United States afterwards built another sloop of war and named her the "Peacock", and this last was the one wrecked here.

The September following, Frost and my father, with four hands—three Indians and a young man, an English sailor by name of Lewis Taylor, started to look out a trail or route for the purpose of bringing stock from the Willamette by way of the Tillamook country, taking one of the horses which had been brought down the river with them. This was really a hazardous undertaking on account of the many rivers and bays to cross, the unknown character of the country, and its inhabitants. A great many of the people through this section had never seen white men before this expedition. Our friends, however, selected a line of travel going as far south as what is now known as Salmon river, and thence crossing the coast range into the Yamhill county. They returned by the same route, bringing quite a number of cattle and horses for the mission and ourselves; first cattle ever brought to Clatsop plains. On the way back they did not care to risk driving the stock by the trail around the precipitous fact of Ecahine mount; therefore, drove them over its summit.

Cattle Brought Out

In the spring of 1841 the Rev. W. W. Kone, of the mission, came as assistant to Mr. Frost. In 1842 Mr. Tibbetts brought quite a large band of cattle by the route that had been established by Frost and Smith. These cattle were of the California stock. This route was subsequently used by all immigrants bringing cattle or stock for some 10 or 15 years afterwards. I think Peter Brainard came with Tibbetts to help bring the cattle. This year Mr. W. W. Raymond, lay member of the Methodist mission, came from Salem to put up a frame dwelling-house for the mission of Clatsop. The lumber was brought from the Hudson's Bay Company mill above Fort Vancouver for that purpose. This was the first frame dwelling built in Clatsop county by white men. The immigration this year was very small.

In the fall and winter of 1843 there began to arrive immigrants from directly across the plains, coming in with the immigrant trains of that year. Among those arriving at Clatsop were: Elbridge Trask and family, W. T. Perry and Family, Thomas Owens and Family, William Hobson and four children, besides one left at Whitman's, and George Summers, J. G. Tuller, Ben Wood and N. A. Eberman, single men. Am not certain that the two latter located claims on Clatsop at this time. They were interested with Henry H. Hunt in the establishing of a saw mill. They

assisted in the selection of a site and the building of the mill, during the winter of 1843-44, and which was afterwards known as Hunt's mill, at or near Cathlamet head. This was the principal saw mill in this lower country for several years.

Most of these immigrants brought cattle and horses with them across the plains, but left them until the next year in the upper country, some in the Willamette, and others either at The Dalles or at Dr. Whitman's and then would bring them by way of Tillamook the next season. Mr. Trask came to Oregon with the American Fur Company, and then went to the Rocky Mountains to hunt and trap, where he remained seven years. He married his wife at Fort Hall in the spring of 1843, who was crossing the continent with her sister, Mrs. W. T. Perry. They were also among the first settlers in Tillamook county, removing there from Clatsop plains, in August 1852. A large number of their posterity now live there. With the immigrants of 1844 came Mr. R. W. Morrison, bringing his family to Clatsop late in the season, too late, perhaps, to build a residence that winter, so he took my father's place on shares, as it is termed. They remained with us a year, and then removed to the place on which he died, and which is now owned by his descendants. Mr. George Summers, I believe had located on the place, and then selling his squatters right to Mr. Morrison.

Ravages of Wolves

In all this time from he first settlement the country was grievously infested with the large gray wolf. They were very destructive to hogs, calves, and colts, and even attacking and seriously injuring grown horses sometimes while the horses would be in the act of defending their young. They would prowl around the stockyards at night and any unwary calf or pig would be likely to be spirited away. Poisons could not be obtained to destroy them with poisoned baits, and so other highly interesting devices were resorted to get rid of the pests for even a short time. I remember one experiment that Mr. Morrison used to try on them. Which was to blow several long and loud blasts with a cow's horn before retiring at night. It was believed that that would have terrors for the robbers and keep them away, but they soon got used to that kind of music and perhaps rather enjoyed the sport. Then Mr. Morrison conceived the idea of catching the ferocious brutes in a circular log pen, each layer of logs above the first drawn father into the center, and when of sufficient height, then place the bait inside, and the wolf would seek the bait, and when once inside it would not be able to escape. The pen was quite large and required a good deal of timber, but the settlers turned out their teams and built the trap. This worked finely, so far as getting the prowlers in, but they would always dig out under the logs, only two were dispatched before getting away. Morrison raised flax on our place in 1845, he having brought the seed with him across the plains.

All the settlers in Clatsop raised wheat, oats, barley and peas, potatoes, and garden vegetables. I believe a large portion of the time during the '40s they had to grind their own flour with coffee mills. Tea, coffee and sugar could be obtained at Fort George at the H. B. store. Salt, salmon and potatoes were the staple articles of diet, especially during the winter time. Wild fowl were plenty in their season. I think that no other section of the country exceeded the Clatsop Plains in the earlier years of our settlement in the number of wild geese that would alight there

during their migrations. It would seem that countless millions were in the vast flocks; when they would arise the air would be literally filled with them, and their cries perfectly deafening.

Mr. A. C. Wirt, with his family, came to Clatsop in the spring of 1845, they having crossed the plains the year before. He is still with us, now above the age of 85 years, but looking 20 years younger. Rev. Kone and Frost left the country in 1843, returning east.

First School on Clatsop Plains

Rev. J. L. Parrish, taking their place at the Clatsop mission, he opened the first school on Clatsop plains, in the winter of 1844-45. The Morrison and Smith children attended, and perhaps some others. Mr. W. W. Raymond, who had removed to Clatsop from Salem after the dissolution of the mission there, opened the second school at our place in the winter of 1846-47. This was quite a large school for the new settlement. He was succeeded after the first quarter by Miss Elmira Phillips, who continued to conduct the school for at least six months longer. In the winter of 1849-50 W. H. Gray organized a boarding school at his place (the old mission place), the Rev. Lewis Thompson being teacher; children from Astoria and other parts of the county came hither, seeking the Pierian spring.

The first Presbyterian church of Oregon was organized on Clatsop plains in September, 1846, by the Rev. Lewis Thompson, Alva Condit and his wife, Ruth; W. H. Gray, and his wife, Mary A. On the 10th of September of the same year, the United States schooner Shark, on a surveying cruise since the 15th of July previous, was wrecked on Clatsop spit while on her way out. A part of her deck, with three cannons still on board, came ashore at the place now known as Cannon Beach. Some confusion of late has arisen as to what vessel these guns came from, some believing that they belonged to those traditional ships of the Indians, but it is not so, for they belonged to the wrecked Shark.

Early Enterprise

The first sawmill built in Clatsop county, Oregon, was the one known as the "Hunt mill". It was completed in the summer of 1844. They began work on it in the last days of 1843. The site was on a little stream about 400 yards back from the Columbia river, and about 1 ½ miles above where the Clifton cannery now stands, nearly opposite Cathlamet of today. "The ancient or original Cathlamet was just above the site of the mill, on the same side of the river."

Henry H. Hunt and Ben Wood were the proprietors; one Edward Otey was the millwright; it was run by water power, overshot wheel; diameter of water-wheel, 30 feet; used wooden cogs on wheels to run the machinery; that is, the master wheel, on the shaft with the water-wheel, mashed into a small wheel called the counter-wheel, which in turn mashed into the crank shaft, which plied the saw. All these wheels had wooden cogs. Some of the cogs would wear out in a week; others would last a month. For cogs, oak and crabapple wood were used. The mill had only a sash saw. When cutting the feed was regulated by a ragwheel. Most of the lumber cup was from 12 to 24 feet long, but could cut 30 feet in length. The cutting capacity was from 3000

to 5000 feet a day. When water was high, and by running night and day, it would turn off 10,000 feet in 24 hours. When on the carriage the log was placed by crowbars for each cut. Until 1849 lumber at the mill was \$10 per thousand. Hands were paid \$1 a day and board, and some even less, usually by orders on stores at Oregon City. Employes were whites, kanakas and Indians. The owners hired hands to cut logs, very little contract work being let. The trees were so near at hand and the location of the mill such that at first only one yoke of cattle was used in getting in the logs. The irons for the mills were brought across the continent by the proprietors in ox wagons, in the year 1843. When they arrived here they found they could have got as good iron here from the Hudson's Bay Company for less money. A large part of the lumber made at this mill was exported to California and to the Sandwich islands. Among other vessels in the earlier days, the brig Chenamus and bark Toulon loaded here, and in 1849 the brig Henry and the bark Quite also took loads; in the latter year the bark Sylvia de Grasse also got about one-half load of 6000,000 feet. This vessel, on her way down, got onto a sunken rock about 1 ½ miles above old Astoria, and became a wreck. Her cargo was taken out and forwarded to San Francisco in three other vessels.

In 1846-47 a small sawmill was built at the southern end of Clatsop plains, on the Ohanna creek. Its cutting capacity was 1000 feet a day. The water-wheel was some sort of spiral wheel. It made spruce lumber principally. Only a few thousand feet of its manufacture was ever exported. The distance to haul to the Columbia river was too great to make it profitable. Its principal trade was local. I believe it never proved to be a paying investment.

First White Wedding

The first wedding in Clatsop county between white people was in the spring of 1846. The high contracting parties to this marriage were Mr. William Doak and Miss Mary Hobson, both of whom came with the immigration of 1843, and were both residents of the county. The Rev. J. L. Parrish was the officiating minister. The next marriage in that county between whites was that of the Hon. John Minto, of Salem, and Miss Martha Ann Morrison, of Clatsop Plains, July 12, 1847. Rev. Lewis Thompson performed the ceremony.

The first vessel built on the Northwest coast by Americans was the schooner Dolly, at Astoria, in 1811, with timber brought from new York on the Tonquin. In 1848-9 some of the settlers of Clatsop Plains built a schooner at Skipanowin on which they sent to Sacramento in quest of gold. I believe she was called the Pioneer. Captain R. S. McEwen was chief carpenter in her construction, and was also captain of her on her voyage to California. The first steamboat built on the Pacific Northwest was also at Astoria. This was the boat Columbia, built by Thomas Goodwin, Captain Frost, George Hewitt and General John Adair, in 1850. Frost was captain, and the genial Dan O'Neill, who is still on the scenes of his early exploits, was purser. It used to take her two days to make the trip from Astoria to Portland, tying up wherever night overtook her, until the next morning. The first center-board boats ever made on this coast were put up by Captain Fred Ketchum, at Tansy Point, Clatsop County, in 1853.

Chinooks Set the Pace

It is a historical fact that the model of the clipper ships, the finest model of all ships, was taken from the early chinook canoes, and that the models of the present "ocean greyhounds" were patterned after the clipper ships. If that be so, then the American Indian has impressed the civilization of the present age with at least two of his discoveries, the model of the Chinook canoe and the smoking of tobacco. I wish to render a small tribute to the Indian of the Lower Columbia. Berate him as much as we may, the fact still remains that he was a mighty factor in the upbuilding of the early settlements and the establishment of a civilized empire in this portion of our country. They received the incoming settlers with the utmost friendship, they furnished supplies for subsistence in most all instances, to some extent at least, especially in the line of fish and game. They assisted in getting out timber for building purposes and for fences. They furnished hands at harvest times to some extent. They helped to man the canoes and boats for the transportation of passengers and freight, they gave a helping hand at the lumber mills in the securing of logs, and in the rafting of lumber for loading the ships, for it must be remembered that we did not have an oversupply of wharves in those days. They continued rendering this aid to their new friends until they found that they were being crowded out from their ancient patrimony by these newcomers; they became conscious when it was too late, perhaps they had been aiding in their own extinction, and Byron's lines fitly describe their state:

So the struck eagle stretched upon the plain
No more through rolling clouds to soar again;
Viewed his own feather on the fatal dart
And winged the shaft that quivered in his heart.
Keen were his pangs, but keener far to feel
He nursed the pinion that impelled the steel.

Immense Beds of Shell

In my section of our state immense shell beds are found; they are objects of curious interest to those who are interested in archeological researches. When and by what manner of people were these beds made? Some of these beds of shells are nine and ten feet in depth, and covering acres in extent. They are composed mostly of the shells of the qua haug variety of clams, but not the largest of that variety. Very few of this variety of clams are now found there; the character of the beach now seems to be unfitted for that kind of shell fish, showing that the beach has been transformed since the making of those beds. I think it would be of great value to the state to have these beds scientifically investigated, and would it not be well for this society to take steps with a view that such researches be made?

Chinook Winds

By request I herewith give my version as to the origin of the name "Chinook Wind", as applied to the warm wind east of the Cascade mountains. "Chinook" is the Indian name to the section of country from Point Ellis, nearly opposite Astoria, to Baker's bay. That tract of country lies nearly northwest from the Astor stockade, when first built at Astoria. At the stockade, when the winds were blowing from the Northwest, it came from the Chinook section. The Indians, when at the post, in their conversations with the whites and when the wind was from the

northwest, if asked what course the wind was, would say "chinook wind". That is, coming from Chinook, so the term came to denote the northwest wind. In the spring and summer the northwest wind is the prevailing wind in this section, and it blows directly up the Columbia river. So, when the people of the post would start up the Columbia in the spring on their trapping and trading expeditions, the chinook wind would waft them right up the river beyond Wallula. After a year or so, these traders established posts at Wallula and at The Dalles, at which some of them would winter. They knew that the northwest or chinook wind blew directly up the river. The northwest wind is a cool or chilly wind, the southwest wind is warm and moist; it is often a low stratum of air, and oftentimes, when it is blowing, the altitude of the Cascade range is such that it prevents it from sweeping over its summit until it reaches the Columbia river, where, on the north side of the river, it encounters the high spurs of the range, which bear to the west, and this causes the current to be deflected up the Columbia river, warming up everything as it sweeps on. Then the traders at The Dalles and Wallula would say, "why, here's the chinook wind, and it is thawing everything out." That is the first application of the name to the southwest wind unconsciously made. In course of time they began to apply it to any southerly wind does not come from Chinook, and the foregoing is the only reasonable solution as to the manner of its acquiring the name of "Chinook wind".

Passing of a Race

I am aware that I have not made an adequate presentation of the subjects herein touched upon, but limited space forbids a wider discussion at this time.

To my brief span of life I have seen the passing of one race from this territory and the oncoming of another. I have witnessed the advent of the palefaced race into this land of the northwest, from a few hundred until they numbered more than a million. I have seen its transition from its primitive state unto its now civilized conditions, and yet its progression still continues on and ever on; and we pause and ask, where is this all to end? How much farther shall this billow continue to roll? And then we meditate.

Whence is the stream of time? What source
Supplies its everlasting flow? What gifted hand
Shall raise the veil by dark oblivion
Spread and trace it to its spring? What searching eye
Shall pierce the mists that veil its onward course
And read the future destiny of man?

Interview with Sophie Boelling

Miss Sophie Boelling was born in Astoria in the early 50s and has lived there all her life. She has no papers of historic value, having lost all these things in the Astoria fire, but could tell me many things of interest of early Astoria life.

Her parents came from Peoria, Illinois, across the plains in 1848.

The wagon train they came in consisted of 200 wagons. They remained together until they got through the bad Indian country, then the wagon train was divided into two parts, to save time night and morning setting camp and corrals. Part of the outfit went to Oregon and part to California. They were seven months on the road.

Miss Boelling's parents had 7 wagons of their own, Miss Boelling's father had been a mill operator and brought all his mill irons with him in his wagons, expecting to set up a mill in the northwest. He had just about started this mill when gold was discovered in California and he left his partly established mill and family and went to California.

The Boelling family at the time consisted of mother, father, grandmother and two sisters of Miss Boelling.

Miss Boelling tells the discovery of gold in California was the principal event in the development of Oregon. Prices were very high at that time, soda sold at \$16.00 an ounce and onions at \$1.00 each, everything else proportionately as expensive.

Miss Boelling remembers her parents purchasing at the Hudson Bay stores, and advised their purchases were limited to certain quantities whether or not they had the cash to pay for more. This was done to conserve the stock and not deplete the stores of supplies, as the ships from England arrived not more than once a year.

She mentions that most of the sailing vessels came only as far as Astoria in the early days, very few went up the river.

Many notables were entertained in Astoria in early days, i.e. President Hays, Gen. Hooker, and Gen. Grant. The receptions were not as elaborate as what might be put on now. The reception for Gen. U. S. Grant was held at the Occident Hotel. People going there to shake hands with, and he was shown the city, and the harbor. The expenses were very limited (ordinance no. 347 individual record form)

Miss Boelling is responsible for the reference concerning wild fox-glove, as poisonous to cattle (individual record form ordinance no. 61)

A military road was started from Upper Town, Astoria, to Salem, was only wide enough for walking or horseback but was not finished when the Civil War started at which time the work on this road stopped.

In the 1846's the Shark House was built. It was a log house, built by the survivors of the Shark. This house was used for many years for living quarters for pioneer settlers until they obtained or built houses or quarters of their own. Also floating transients were quartered in this house. The house had accommodations for about three or four families at a time.

Mrs. Sarah L. Byrd, Pioneer
Evening Astoria Budget, March 21, 1929

"I crossed the plains with my folks in 1848 when I was five years old. Born in Iowa Oct. 9, 1843. I remember our trip across the plains very distinctly. Joseph Watt of Ohio was Capt. of our wagon train. Mr Watt was one of the first men to bring sheep to Oregon and he helped start the woolen mill at Salem. My father Phillip Gearhart was born in Pennsylvania in 1810. Mother's name was Margaret C. Logan. She also was born in Pennsylvania. It took us about 6 months to cross the plains to The Dalles., from Iowa. My father and brother drove the cattle around the Indian trail while mother and the rest came down the Columbia river. We stayed at Oregon City for six weeks. John Jewett who had taken up a claim on Clatsop Plains had been a neighbor of our back in Iowa. He advised us to move to Clatsop Plains, so in the fall of 1848 we moved to what was called the Hall place where we lived for three years. Later this place was known as the Joshua West place. My father bought a squatters right from Will Thompson in 1851 and later proved up on this as his donation land claim.

In 1849 and 50 I attended school in the log cabin near the County road which was taught by Joshua Elder. Later I went to school to Truman Powers. Still later I attended school on the Alva Condit place. Kate Schwatka was the teacher. Father raised wheat and sold it to the grist mill on the old mill race about a mile from Seaside on the Astoria Seaside road. Among our neighbors in the early 50's were Mrs. John Jewett, Mrs. Alva Condit, Mrs. Doherty, and Mrs. Welch. During the Civil War I was married to Lieut. J. F. Saunders. After the death of my first husband I married Frank M. Byrd, who had a saw-mill at Thompson's Falls about a half a mile from our farm here. My husband died in 1888. It doesn't seem possible that such changes could occur since I came to Clatsop Plains 80 years ago. In those days there were lots of bear and they used to climb into the hog pens and get the hogs. There were lots of elk in the country too, and lots of other wild things. Now all these wild things have gone, and villages and cities and paved roads have taken their place."

(Taken from an interview with Mrs. Byrd at her home in Gearhart in 1929. This is the interview in part. Mrs. Byrd is still alive and lives in Portland, Oregon)

(In an interview with Mrs. Anderson of Gearhart, I learned that the Byrd family established a cannery for salmon on the Wahanna River, near Seaside, Oregon. It was the first and only cannery established in this vicinity. The Bldg. was torn down in 1887. The cannery was built at the source of supply, seining operations, conducted from the cannery platforms. Supply of salmon abundant.)

W J Mahon

Interview—Miss S. M. Crang
442 - 17th St., Astoria, Oregon

Miss Crang is a sister-in-law to George H. George, who was Manager of the Columbia River Packing Co.

Miss Crang could not give any particular information of the salmon industry, however, related incidents relative to the old bicycle path that was built and used for a number of years.

This bicycle path was built in 1895 by popular subscription. It started from "Upper-Town" (Astoria) and went east along the river on the beach line, about 2 feet above the swampy ground toward Tongue Point, a distance of about 2 miles.

It was built of lumber, and was used until it gradually rotted away.

Her sister, Mrs. Van Duzen, advised her husband was employed by the State in fish propagation for 7 years at the time when salmon propagation first became an essential part of the salmon industry. She related the hatcheries allowed the Indians to take the fish for smoking after they had removed the eggs. This however, was later stopped for reasons of sanitation. Both Miss Crang and Mrs. Van Duzen offered to obtain further data and information at a late date.

Interview with Mrs. Agnes Day, Grand-daughter of
Soloman Smith, and "Celiast" (daughter of Chief Gobiway)

I located Mrs. Agnes Day, Warrenton, Oregon, who is now around 65 years of age.

In the first data sent to your office on Solomon Smith, I advised of a discrepancy in the death dates recorded of Solomon Smith. The correct date is July 30, 1876.

The date of death recorded in McArthur's Geographic names, of June 196th 1891, was the death date of Celiast. This information was listed under "Smith's Lake", and according to Mrs. Day, the donation land claims of Solomon Smith and Celiast, his wife, adjoined, and Smith's Lake is located on what was then both of these donation land claims.

Mrs. Day also advises Solomon Smith was the first white man to settle on Clatsop Plains. At the time of Solomon Smith's settlement on Clatsop Plains, they did not use the Skipanon River to gain access to the Plains country, as later pioneers did, but crossed the bar out to the ocean and landed on the beach.

Before Celiast's marriage to Solomon Smith she was the wife of a French Canadian, Alex Poiner, by whom she bore two children, Frank and Alex. And at this time she was living in Vancouver. She left Alex Poiner, taking the two children with her, when she discovered that he had a wife and children in Canada.

Soon after Celiast married Solomon Smith. Celiast was intelligent enough to teach school and did teach the first grade Indian school, simple English. Although in later life she never spoke the English language, however, understood it but talked Indian jargon.

The names of her children by Solomon Smith were as follows: Silas H., Charlotte, Josephine, Levina, Henry, Agnes.

Besides these children they brought up: Bart Greenwood, an orphan grand-child; Eli, a French Canadian Indian; Bill Stoddard, a half-breed; Kanaka, whose American name was Jessie Bill, who came to the plains on a ship and whom Celiast bought from a sailor as her slave. The girl's name was Jessie, the sailor was known as Bill, so they gave the girl the name of Jessie Bill.

To make a distinction between the Coast Tribes and their Indian slaves, the Indians, when their children were very young, flattened their heads by tying a board across the fore-head, and in this manner flattened the front part of the head, thereby called "Flat-heads". The heads of the slaves of course being natural and ordinarily round.

Mrs. Day spelled the name of the Indian Chief of the Clatsops as Gobiway, which she believes is correct.

A picture of Solomon Smith is in possession of Mrs. Day, size 2 1/2 x 4". Sitting, three-quarter picture, in which he appears to be around 60 years old.

Celiast, had great influence with the Indians, because her father had been Chief of the Clatsop Tribe. She would pacify the Indians when they became alarmed or angry, one of such instances herewith:

"Indian Kalata became angry with J. H. Frost, Methodist Missionary, and was about to shoot him when Celiast wrenched the gun from his hands."

Solomon Smith established the first ferry boat on the Lower Columbia River. His equipment consisted of two canoes hooked to each other, carrying passengers and freight across the river, weather permitting.

In 1841 he supplied members of the crew of the wrecked ship Peacock with beef and other provisions.

Solomon Smith was a good Samaritan to members of the crew of the U. S. S. Sloop Shark, wrecked in 1846.

Solomon Smith died intestate, appraisal of his estate was around \$4,000, leaving four heirs, as follows, Josephine Ketchum, Silas B. Smith, Charlotte Dodge, who were his children and Celiast his widow. Mrs. Helen (Celiast) Smith, waived her right to administer the estate in favor of her son Silas B. Smith. In the petition to the Court to have Silas B. Smith administer the estate, Mrs. Smith placed her mark (X) for her signature. This seems strange, that she was unable to write, yet taught an Indian school.

The folder for the probating of the estate of Solomon Smith with all details of the settlements, inventory, personal belongings, are in the unbound records of the Clatsop County Court House, folder #216.

INTERVIEW QUESTIONNAIRE WITH ALEXANDRE GILBERT
205 Beach Drive south, Seaside, Oregon

Born where and when: La Rochelle, France, April 16, 1845

Name of parents, including mother's maiden name: father-Frank Gilbert, Mother Mary Cergue

Early home life: Youngest child, early education in public schools of native city, entered regular army of France at age of 21 years, served seven years. During France-Prussian war in 1870-1871 he was made sergeant of 8th Artillery and given command of the 23 men composing the 5th piece in the first battery. In this capacity he served under the leading generals of the army. Served under Gen. Foch. Served as acting Consul in Astoria for many years; was mayor of Seaside for two terms; also Treasurer of the Port of Astoria. Emigrated to Montreal, Canada in 1871, came to San Francisco in 1872. Opened a large hotel which retained its name Gilbert house until destroyed by fire in S. F. earth quake. Came to Astoria in 1881 and was in business until 1898 when he retired.

Early occupations: cabinet maker

Married to whom? When? Emma Loncol, Jan. 20, 1869 Paris, France

Children: born where? Names? Present occupations?

Angele, daughter, born in Paris; housewife; married to F. W. Watson

Marthe, daughter, born in San Francisco; housewife, married to Victor R. Finch

Alex, Jr., son, born in Astoria, widower

Associates in business: ex-Senator Charles Fulton and ex-secretary of State Frank Dunbar

Philosophy: Very kindly toward every one, a charming host and beloved by every one. A man who had traveled extensively, all over the world.

On Aug. 1, 1877 was naturalized a citizen of the U. S. A.

Bought land in Seaside in 1884. Built and owned at time of death the largest concrete building covering a full block on principal corner of Seaside, Oregon

With Charles Fulton (ex-Senator) and Frank I Dunbar (ex-Secretary of State), plated and owned the tracts of land on ocean front known as Hermosa Park and Mountain View. Being still interested in Hermosa Park at the time of his death. It was Mr. Gilbert who deeded to the public, the ocean front of his properties Hermosa Park and Mountain View—for a 15 foot boulevard and the remainder to high water line for park purposes only. A man of great enterprise and fore thought and progression and active to the time of his death April 26, 1935.

The commander of the French training ship Jean Di Arc made an official visit on Mr.

Gilbert in his home in Seaside while the vessel was in Astoria.

In 1900, Mr. Gilbert was appointed by the Governor of Oregon as commissioner to represent the State of Oregon at the Paris exhibition having charge of the Oregon exhibits.

Mr Gilbert's 3 children now make their home in Seaside in the home which was their summer home as children and which is one of the show places in Seaside with its beautiful garden and roomy well taken care of house.

NOTE: I am not sure this is what you want, nor do I know what it is all about. If I can be of further help, let me know. Would like to know more about it. Mr father was so loved by every one, I am sure otherwise beside his family are interested in him.

Marthe G. Finch

Interview with Mrs. W. Glendinning, Astoria, Oregon

Mrs. Glendinning is the grand-daughter of Capt. Hustler, one of the pioneer bar-pilots at the mouth of the Columbia.

She advises that Capt. Hustler brought the first river schooner to the Columbia River and acted as bar-pilot, very often making the entire trip to San Francisco and return. Capt. Hustler at the age of 13, joined the training ship, North Carolina which went to Africa and they were stationed on an island near the Coast, their duties were to stop slave trading boats. Most of the men on the North Carolina contracted the "African Fever" and 160 of them died from this disease, which did not leave enough men to bring the ship back to their home port, until they came into contact with Commander Perry, who gave them enough help in men, to bring the boat back to N. Y. After service in the Navy during the Mexican War, Capt. Hustler, bought a brig and sailed to California, at the time of the Gold Rush. A Capt. White whom he met in California owned the Schooner Mary Taylor, which is the schooner Capt. Hustler first sailed to the Columbia River in 1849. Capt. Hustler worked as bar-pilot at the mouth of the Columbia for many years, and died at the age of 81.

In the home of Mrs. Glendinning there are two pictures, 18 X 24", framed, in poor condition from age, of her great-grandparents. She informed me that they were painted in Hong Kong, China, being sent from Astoria, in the form of daguerreotypes, and the paintings were made (hand-painted) from these daguerreotypes. At the time, it seems it was popular to send pictures away to Hong Kong to be painted.

Among the pictures there is one of Rev. Thomas Arthur Hyland, first rector of Grace Episcopal Church. Also, pictures of Marion Trenchard, mother of County Judge Trenchard, Mrs. James Taylor, mother of Ed. Taylor who died very recently. Picture of the first building, built for a school house, built on the southwest corner of 9th & Exchange Sts., consisted of two rooms, one large and one small room. Frame building, painted white, brick chimney, about 20 x 30 feet is the size of the school bldg. In the foreground of the picture is shown all of the pupils and the teacher. Each individual was numbered on the picture and their name and corresponding number is on the margin of the frame. J. G. Deardoff, was the teacher, the pupils names are all recognizable as real old pioneers, such as Shively, Parker, Adair, Hustler, Ross, Owens, Olvey, Taylor, and many others.

Mrs. Glendinning advised that the old Indian Chief Tostum made canoes of all sizes, small ones for one sack of flour and proportionately larger ones for bigger quantities of flour. She have me the name of Mrs. A. S. Tee who has one of these canoes, small one, who resides in Astoria and whom I will locate at a future date and endeavor to see this canoe and other relics she is supposed to be in possession of.

She gave me names of others whom I will locate who may have interesting articles.

(Mrs. Glendinning remembers distinctly the Marine Gazette, first newspaper published in Astoria, advising that her grand mother had numerous copies of this paper, however, during the 1922 fire they were destroyed. She gave me names of others who she believes might have copies. Should you be in need of any particular pictures, if you will name the ones you desire of old time pioneers, Mrs. Glendinning may be able to supply same).

Quite recently the main highway out of Astoria was re-routed through what was formerly known as "Upper Astoria." The Astoria Chapter of the D. A. R. requested that the drive be called "Adair Drive", for the reason that at the junction of this new drive and Franklin St., was the exact location of the Adair Home on the Adair donation land claim. However, on request of the Sons & Daughters of Norway, the City Council named it Leif Erickson Drive in Honor of the Norwegian Explorer. The D. A. R. Society felt this was an injustice to the pioneers and they are hopeful of having the name changed to Adair Drive.

Interview with Mrs. W. S. Kinney, Seaside, Oregon

Mrs. Kinney is the great grand-daughter of an old pioneer family. Her great grandmother, Tabitha Brown, widow of Rev. Clark Brown, came across the plains from Missouri in 1846. She started in a wagon train of 40. The many hardships they encountered on the trip and her first eight years in Oregon is contained in a letter written to her brothers and sisters in Missouri, Aug. 1854, and an authentic copy of this letter is contained in the book named "The Brown Family History" by Spooner.

Tabitha Brown established a school at Forest Grove, Ore., which has since grown to be the Pacific University.

Mrs. Kinney has in her possession the above mentioned book "The Brown Family History, which is one of 100 books only that were printed.

Mrs. Kinney has many things which are old such as: Family bibles, Indian baskets, photographic copy of pedigree of Rev. Clark Brown, also picture of Rev. Brown. Temperance lecture as delivered by a great great uncle, sea-captain, written in 1795, she has this original manuscript. Also many old letters written by her grandmother to her mother; an old prayer book with a date of 1762 therein.

Articles of interest I have forwarded on proper forms, and intend to return to Mrs. Kinney for further data in the near future.

An Indian legend told to Mrs. Kinney by Silas Smith is as follows: "The first salmon of the season's run caught by the Indians was never eaten, but laid on the bank with its head pointing upstream, and they placed a Salmonberry in its mouth. This was done in the belief that it would insure them that the Salmon would continue to keep going up the river".

Mrs. Kinney advised that in all her time among the Indians in this part of the country, she knew of only one time that they started an uprising, but were stopped by Celiast:---

"Thomas Owen, an official, killed an Indian in anger for some mis-deed on the part of the Indian, which caused others of the tribe to feel they had cause for revenge, numbers of them gathered with the intention of having a massacre of the whites, however, they were stopped at the cross-road by Celiast, who advised them that their intentions would anger the Great White Father, and also the Chief of all Tribes, Gobiway, and finally had the band dispersed."

Mrs. Kinney related the difference among the Indians of the interior and the coast Indians, the coast Indians were considered "fish eaters", they obtained their food subsistence from the waters easily were fish and clams, and other sea-foods were in abundance, and therefore, did not have to use any intelligence or much, in order to survive, and therefore, were rather short and heavy in build, due to lack of exercise. The Indians of the interior however, who lived on game,

and hunted to provide their subsistence for immediate use and for winter, developed their minds and bodies more than those of the coast and were considered more intelligent.

Mrs. Kinney invited the writer to return some other time when she would have more data to show, and perhaps some other interesting relics, which as located in another house, that she formally occupied.

Interview with Willema Dean Johnston

Willema Dean Johnston
Astoria Ore.- R. 2

At Knappa Oregon March 25, 1875

Lewis Nelson Mitchell. Lizzie A Warner
Direct descendant of Experence
Mitchell of Bridgewater Mass. Direct descendent of O. O. Howard or Hayward

Ordinary home life

Knappa Grade school. Scranton Penn Correspondence school. Arithmetic, Bookkeeping and correspondence. H. S. Sloop my first teacher was a middle aged man who lived in the vicinity and on rainy days he carried me on his back over the muddy trails as there were no roads here at that time. Later he was Co. Supt. of schools. Bessie Paxton of Portland, Kate Kingsley who recently passed away in Portland, Clara Anderson who now lives in Seattle, Clara Adams now, Mrs. Aikens of Astoria were among my first teachers. There was but three months of school during the year and I remember well when we had six months of school every one thought it grand.

Helping mother when young, housewife since.

Spelling bees, candy pulls, dances and singing class. We either met at the school house or at my house as we were the only ones who had an organ.

Married George S. Hussey at Knappa Ore. Dec. 24, 1896.
Married Robert J. Johnston at 561 E. Oaks St. Portland May 1st 1919.

Never any children

Have always been active in community affairs. Served as school clerk for several terms as well as School Director at different periods. Was Secretary of Grange three years, was a member for years. Belong to Ladies Aid, Townsend Club and "300" club at present. Was church organist about 20 years.

Have always lived in Knappa aside from possibly 6 years.

Attitude toward people generous and toward life okay.

My parents Lewis N. Mitchell and Lizzie Mitchell came to Portland from Illinois in the fall of 1873 when Portland was quite young and on Oct. 1st 1874 they moved to Knappa.. A heavily timbered country with much wild game such as deer, elk, etc. The Indians came each fall and fished and hunted wild game having their camp in less than a mile of our house. They were always friendly and would trade fish and game for apples and vegetables. Knappa was named by Mr. A. Knapp. I do not recall very much of the stongs told of the Indians. They had a cemetary at what is now known as Eddy Point in sight of the R. R. Depot and when the R. R. was cut through there were many arrow heads, beads and other Indian relics unearthed.

When my parents came to Knappa there were twenty one voters in the radius of about 30 miles, and my mother made the 6th woman here. The mail was brought by steamer every ten days from Astoria and Mrs. Phebe Knapp was Postmistress, came for the mail in a cigar box on her dresser. Later, she received the appointment which she served for many years as P. M. Knappa, is situated on Prairie Channel, there being the channels of the Columbia River-near the channel was a Praire of small dimension. The first school house was build a one room building in 1879. The steamboats came from Portland once per week on their way to Astoria and the same going from Astoria to Portland. It was many many years however until there was a boat called here every day on the way to Portland from Astoria, one day the next from Portland to Astoria.

There was logging camp owned and operated by Phil and D. K. Warren. 1875 log hauling done by oxen over a skid road. There was a man called a greaser who carried a bucket of grease and before the logs were hauled he walked ahead and with a swab put a dab of grease on where the logs would pass down. Quite different from the logging of today. Knappa had its first hotel built by Mr and Mrs. Aaron Knapp in 1884 also occupied by Mr & Mrs. Knapp.

Mrs. Knapp was a homeopathic Doctor there for administered to whose who needed medical aid. In early days there was no way of getting to Astoria only by fishing boats manned with sail and oars, therefore it was very fortunate to have one here who could administer to the sick.

I hope I have answered your questions okay and should we have the opportunity to talk could most likely have done better.

I wonder Mrs. Churchill if we are in any way related. Mr Grandfather Warner given name was Ga(?)and and grandmother, Annie Atwater, she passed away and grandfather, married Phebe Gee. I think they were married in Kansas. Mother's brother ran away with a circus and was never heard from again. I had a brother George, sister Lillie who married an Englishman by the name of Derbyshire, a sister Marietta, I do not remember the brothers name who ran away. All of our papers and every thing was destroyed by fire when our home burned a few years ago. I am not quite clear on names of either father's or Mother's people.

I am not the oldest inhabitant of Knappa but have lived here the longer number of years.

Interview with Miss Clara C. Munson, Warrenton, Oregon.

During the past week, I visited Miss Clara C. Munson, Warrenton, Ore., ex-Mayor of the City of Warrenton. Miss Munson is one of the old pioneers and is 76 years of age. She has lived on Clatsop Plains most of her life. Miss Munson related the following incidents which may be of historical value; these are facts from her own, and her parents lives:

"She believes the first Missions started in this part of the country were established by Daniel Lee, Frost and Cohn all of whom came around the Horn on the ship Lausanne. They established a Mission on the Plains in 1840. In 1841 they went to Tanzy Point, which is now Flavel, Oregon. They held irregular meetings until 1846 at which time W. H. Gray, was then living on the plains and having come across the country from New York in 1836, accompanied by Dr. Marcus Whitman and Rev. Spaulding of the American Board of Missions. It was through the efforts of Mr. Gray that the Clatsop Plains Presbyterian Church was established. This same church is now called the "Gray Memorial Church", located on Clatsop Plains.

This church building, was the origin of the first school also, school was held there, and later in other smaller buildings until in the year 1850 Samuel B. Hall willed some property for maintainance of a public subscription school. The first teacher hired was Lucy Jane Fischer.

Miss Munson's grandparents crossed the Plains from Indiana, in 1843, and her grandfather, Nathaniel Kimball, lost his life in the Whitman massacre in 1847.

The woman and children survivors of the massacre, were ransomed and taken to Oregon City, there, her grandmother, who had four children, re-married, a man named John Jewett, who had seven children. They all came to Clatsop Plains and settled on a Donation Land Claim.

Miss Munson's father started for the West from New York, by traveling down the Atlantic Coast to the Isthmus, and walked across the Isthmus in the year 1853 and finally settled on the Plains.

The Munson family lived in the old town of Lexington. Lexington was located on the Skipanon River, at what was known as the Upper Landing. Stages met the boats landing here, from Portland, taking the passengers to other points south.

The bricks for the fire-place in the first plastered house in this section of the country, were brought around the horn on the ship Lausanne 1840, and it was later in this house that the first Circuit Court was held.

A chain of lakes existed between Seaside and the Skipanon River during these years, and the people of Seaside who owned timber lands, found that they could cut ditches between the lakes and float their logs to the Skipanon River, which they did. These ditches drained the lakes and created the present cranberry bog lands now in existence.

Miss Munson is proud of the fact that her father started the first life-saving station at the mouth of the Columbia River. In 1865 he was stationed at Ft. Canby as lighthouse keeper, and the Bark Industry was wrecked within sight of the Ft. Canby Lighthouse, 17 lives were lost and with no means of rescue. When the wreckage was washed up on the beach her father found an old metallic boat, containing air-tanks in good condition, he conceived the idea that this boat could be put into good order and used for rescue work in emergencies. He went to Astoria on a Pilot schooner, where he arranged for several benefit dances at \$2.50 per person to raise the money necessary to equip this boat, for oars, rope, and other necessary equipment for rescue work. The Lighthouse Department, built a shelter for this boat, and issued order, that if volunteers could be found to man this boat in an emergency, it was to be used.

One year later, the W. B. Scranton was wrecked at the mouth of the Columbia, the boat was used for the first time with Mr. Munson as part of the crew and 13 lives were saved. Soon after, the ship Architect was wrecked and this boat rescued 10 more persons.

A Government Life Saving Station was established at Fort Canby and this boat was turned over to the Station and used as part of their equipment, and this grew to the present Coast Guard Service of today.

Miss Munson agrees Wm. H. Gray was the most prominent of the early pioneers in this section of the country being active in all walks of life, religious, social, political and industrially, as well as compiling a history of Oregon from the years 1792 to 1849. Mr. Gray died at the home of his daughter Mrs. Jacob Kamm in Portland, Ore., Nov. 14, 1889 aged 79.

The salmon industry in the early days was the most flourishing business, from 1883 to 1889 it increased about 20 times in volume. This information is authentic as the data was obtained from a published newspaper clipping in Miss Munson's possession.

Fishermen were being paid at the rate of 25 cents per fish for salmon, regardless of size, and the fishermen had contracts with the cannery who were to take all the fish the men could bring in at this price. The catches were so heavy they swamped the cannery, and were paid \$25.00 per day per boat to lay off for a period of 10 days.

Most of the streets of Astoria were named after Indians and a few of the changes are as follows:

Concomaly now Astor Street
Chamilis now Bond Street
Skamokawa now Commercial Street

On Jan. 15, 1926, the Clatsop County Argus-Warrenton News a weekly newspaper published a short history of the town of Lexington, written by Miss Munson.

Miss Munson also related an incident in the advance of transportation, i.e.; Capt. B. C. Kindred ran a whale boat from Astoria to Portland, the fare was \$25.00 if you helped to row and three days was the time consumed in making this trip/

Transportation across the river, from Astoria to Chinook, was by Indian canoes, and generally a fish-hook was the accepted fare.

One of the outstanding social organizations was The Chowder Club. "Organized under the general constitution of the Winship Clubs of this Coast. F. J. Winship, the instigator of them and for whom they are named, presented to any organized Club, a chest containing the entire outfit consisting of one large chowder pot, bowls, spoons and other necessary utensils. Any member of the club was entitled to use this equipment for entertaining friends at a clam chowder party".

The Astoria Chowder Club was organized in 1873, and the information relating to the Chowder Club above mentioned was a printed article in the Astoria Tri Weekly, first edition.

Miss Munson was very interesting and verified her statements with pictures, letters or newspapers.

Interview, Mr. Reed, Reed & Grimberg Store, Astoria, Ore.

The Reed & Grimberg store had a book of labels in their store window, as a matter of interest for the 73rd Anniversary of Commercial Salmon Fishing in the Columbia River. Details of which are being forwarded on separate forms.

Mr. Reed in his conversation about the Salmon Industry recalled the days of the Salmon Fishermen's strike about 1896 at which time the State Militia was sent to Astoria. The State Militia were in Astoria for about a week, camped on the Court House windows, in anticipation of trouble, patrol boats were maintained on the river, also equipped with guns for the protection of the strike-breaking fisherman. The one outstanding event at this time in the memory of Mr. Reed was when the strike-breaking fishermen brought in their boats, loaded with salmon, they were permitted to check in their catch with he estimated to be about 10 tons of fish, on the cannery docks; after they had been checked in to the packer's, the strikers took control of the situation and threw all the fish—that had been checked into the packers into the Columbia River. Mr. Reed said there was no serious trouble, in fact the fishermen made friends with the State Militia and kept them well supplied with fresh salmon during their stay in Astoria.

Mr. Reed was born in Astoria in 1880. He referred me to Miss Crang, the owner of the book of labels.

Interview with Mrs. Starr Smith

Mrs. Starr Smith lives on Clatsop Plains near Warrenton Junction and is the wife of a grand-son of Solomon Smith.

Mrs. Smith advised the home of Celiast (Helen Smith) wife of Solomon Smith was located on the West side of Smith Lake, where there is an orchard and two old locust trees. I followed the directions as advised and located the site.

Mrs. Smith's father, R. M. Abbott was a Civil War veteran, who enlisted in Georgia. Mrs. Smith has his discharge papers also two newspapers published during the Civil War, one paper is printed on wall-paper, dated July 2nd 1863, the Daily Citizen, Vicksburg, Miss. The other paper "The Rebel" published Aug. 9, 1862 Chattanooga, Tenn. Also a very old newspaper "The Ulster County Gazette", published Jan 4, 1800 at Kingston, (No State) This paper contained the opening address of Pres. John Adams to the American Congress, Dec. 10, 1799. Another interesting item was the Senate Memorial to Gen. George Washington and the President's answer to the Senate. One of the outstanding advertisements was the sale of a mill including a slave. Articles on some foreign war that was taking place at the time also were given abundant space in this paper.

One of the relics that Mrs. Starr Smith has in her possession is a brass hand bell from the "City of Dublin" a ship which was wrecked near the Light-house at Fort Stevens.

Interview Questionnaire with Mr. Earl Stoner, Miles Crossing, Astoria, Oregon

The first railroad in Clatsop county went from the "middle of Youngs Bay" to Seaside, Oregon in 1888. Boats carried the passengers from the shore to the pier where the railroad started. The engine was a wood burner purchased from the Lehigh Valley R.R. for \$4,000.00. By the time it reached its destination at Astoria, it cost the railroad \$12,000.00. When the first run was made, the engine had air-brakes, but the flat cars which were used for carrying freight and passengers had men to use hand brakes. Benches and rails were put on the flat cars for the comfort and protection of the passengers. The name of this railroad was the "Astoria & South Coast Railroad", later called the Seashore Road, and then named the Astoria-Columbia River Railroad, at which time tracks were laid from Astoria to Goble, Oregon where they connected with the Northern Pacific in 1898, on a 99 year lease arrangement.

The first coaches used were rented from the O. R. & N. and were used only in the summer time, then returned. For several years the road was shut down in the winter and anyone wishing to make a trip from Astoria to Seaside or return had to use a hand-car. From 1888 to 1898 this railroad changed hands several times. An effort was made during this time to get trackage into Portland via Clatsop City and Saddle Mountain and Hillsboro, instead of going up the Columbia River. An 1800 foot tunnel was bored into Saddle Mountain in anticipation of this route. This tunnel, we understand is still in good order.

The connection of this railroad through Astoria was delayed by a Mr. Taylor when he stopped George Goss from laying trackage around the water front in place of going through the Taylor property. This dispute delayed the building of the connection to Astoria for about 5 years.

For a period of 5 months during the 1898 when the trains first started going from Astoria to Portland, a rate war was started between the boats and the railroad for the passenger business. The reason of this rate war was that the trains did not stop at the boat docks to take on the passengers from the boats. Both boats and trains carried passengers from Portland to Astoria for 25 cents.

Interview with Mrs. John Waterhouse & Miss Ethel Waterhouse

The Waterhouse family settled on the Skipanon River in 1888, came from England, moved to Clatsop Plains, section now known as Gearhart the following year, 1889. Mr. John Waterhouse became the first Postmaster of Gearhart in 1897. The appointment of Mr. Waterhouse as Postmaster is confirmed by their possession of the official document.

They are familiar with the Town of Clatsop and are endeavoring to locate some of the old records for my use.

A negative showing the Clatsop R. R. station and Post Office combined, they have loaned to me, which I am forwarding to your office for use, should you wish to do so.

Mrs. Waterhouse mentioned that the "hollow" between the ocean and the present highway, was known as the "Indian Race Track", where she remembers Indians racing their ponies. This "hollow" extends from about the present town of Gearhart to Camp Clatsop.

Mrs. John Waterhouse kept a daily diary for three years, 1889, 1890 and 1891, which she still has in her possession. In glancing through these diaries, no important facts were obtained other than the day to day life of this family.

A picture of the "Seaside-House", the prominent hotel of the day, shows this place to have been a two story building, large, and very well kept, with spacious grounds.

A scrap book containing newspaper clippings and pictures of pioneers and obituaries, poems on Tillamook Head and one on the R. R. that came through the country are in this scrap book.

They have in their possession also a plat called Clatsop City, plated by E. J. McDougal and Josuiah West, Oct. 23, 1889.

(It is possible that because of the name of this plat of Clatsop City, some people have assumed there was a regular incorporated "Clatsop City", however I have not found as yet, where there ever was a City of Clatsop or Clatsop City.)

Interview with Mrs. C. P. Ziegler

Mrs. Ziegler is an old time resident of Astoria, over 70 years of age, and is interested in the historic growth of Astoria and its pioneers, to the extent of having in her possession many newspaper clippings several biographies of pioneers, and the interesting data from these clippings will be forwarded to your office.

Mrs. Ziegler advised that the first hospital in Astoria was converted from the Arragoni Hotel, which was built on the site of the old Fort Astor (Fort George). This site now is occupied by the large modern St. Mary's Hospital.

Another interesting fact related by Mrs. Ziegler is that the site of the present City Hall Bldg, was once the burial ground for the old settlers.

Mrs. Ziegler has been interested in the Astoria Chapter of the D. A. R., being a charter member, and at a later date I hope to obtain data concerning the early organization of the D. A. R.

W. J. Mahon

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